

Consolidated Problem Statements Results from the Community Process

Transit service is not frequent enough.

- There is only limited bus service to the north during the day and after 6:00 p.m. (Bus Routes)
- Bus service is infrequent and unreliable (Bus Routes)
- Transit is not frequent enough nor does it provide adequate coverage (Access to Transit)
- Buses are often full during peak hours (Bus Routes)
- There is a need for more frequent and after hours transit service from South Davis County to commercial centers, educational facilities, and the hospitality industry in Salt Lake City (SLC Sub-Committee)
- Buses are exceeding capacity at peak hours (SLC Sub-Committee)

Transit connections are time consuming.

- Transit trips that require a transfer often take longer than driving a car (Bus Routes)
- Existing transit system requires out of direction travel, if trip is even possible (Access to Transit)
- Commuter rail is not a time savings south of Farmington (Growth / Development)
- The free fare zone in Salt Lake City is not frequent enough. More needs to be done to encourage transit within downtown once South Davis residents reach Salt Lake City. (SLC Sub-committee)
- A simple and easily understood transit system is needed to attract more ridership. (SLC Sub-committee)

Transit use is hindered by lack of knowledge of park and ride locations.

- Need greater awareness of the use of LDS parking as park and ride (Access to Transit)
- Lack of (known plans for) bike access and parking for commuter rail stations ("lack of recognition of alternative modes that provide safe access to transit") (Access to Transit)

Transit service does not meet many trip destination needs for shorter trips within South Davis.

- Current alternate transit choices are inadequate (General Transportation)
- Transit is commuter-oriented and the system does not address need for short trips – circulation within South Davis is not convenient (Access to Transit)
- Lack of transit circulator and routes into Salt Lake City and to commuter rail stations (Access to Transit)
- There is a lack of effective and efficient access to school, education, and recreation facilities, both locally and regionally (Schools / Bus Stops)
- Current bus stops/routes do not get students where they need to go (Schools / Bus Stops)

Transit service is not well integrated to SL and Weber County service, or does not serve destinations in these areas adequately.



- Buses from South Davis are not well coordinated with Salt Lake County buses and trains (Bus Routes)
- Ensure transit for South Davis is integrated with Salt Lake transit system (General Transportation)
- For non-Salt Lake commutes (i.e. northbound), the lack of transit to reach final destination may limit effectiveness of transit (Access to Transit)
- South Davis transit riders need good access to other regional transit facilities (North South Access)
- Commuter rail addresses long distance commuter, but South Davis is a short commute (Access to Transit)
- A cost efficient transit system is needed that is well integrated with Salt Lake City's transit system. (SLC Sub-Committee)
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Auxiliary facilities to transit, including bicycle routes and facilities (i.e. bikes on buses), good sidewalks, bus shelters, and park and ride lots are inadequate, and hinder bus use.

- Lack of bike lanes and sidewalks in some areas limits safe access to transit (Access to Transit)
- Problems created by snow are not considered in pedestrian and bike facility design and maintenance (Peds / Bikes / Trails)
- Too many areas still do not have sidewalks (Peds / Bikes / Trails)
- Western expansion and housing not being designed with good pedestrian and bike access (Peds / Bikes / Trails)
- Bikeways and trails are not integrated or well marked (Peds / Bikes / Trails)
- Commuter rail won't accommodate bikes on commuter rail cars or in stations (Peds / Bikes / Trails)
- Not creating parallel surfaces for horses, pedestrians, or bikes on new trails (Peds / Bikes / Trails)
- Is enough being done to link transit with bikes, trails, bike lanes, etc. to ensure safe and effective coordination between modes? (Peds / Bikes / Trails)
- Lack of dedicated bike lanes to access bus stops, commuter rail, and trails (Peds / Bikes / Trails)
- Limited bike accommodation on buses (Peds / Bikes / Trails)
- There is a need for adequate, functional, and desirable bus stops that focus on comfort, safety, landscaping, accessibility, and security which needs to be sustainable over time (Schools / Bus Stops)
- Problems with safe crossings of roads, rails, and routes to access transit and school facilities (Schools / Bus Stops)
- People are unaware of the bus stops (Schools / Bus Stops)
- Lack of formal bus stops including concrete pad, ADA accessible, shelter, and usually appealing (Schools / Bus Stops)
- No safe bike or pedestrian access across I-15 (Peds / Bikes / Trails)
- Traffic signals not actuated by bicycles (Peds / Bikes / Trails)
- I-15, commuter rail, and 500 west are major pedestrian barriers (safety, distance, and accessibility) (Schools / Bus Stops)
- New bus routes will create longer walks for current riders (Peds / Bikes / Trails)
- Park and ride areas are only located on arterial routes where congestion is (East-West Access)

- Centralized parking in Salt Lake City is needed to avoid the need to drive in downtown. (SLC Sub-committee)
- Pedestrian environment facilities and roads around Intermodal Center need to be upgraded. (SLC Sub-Committee)

Little or no transit service exists in developing areas, especially west of commuter rail.

- Transit is not being provided in newly developing (high growth) areas, such as Redwood Road (Access to Transit)
- There is no north-south service west of Main Street (Bus Routes)
- No transportation planning west of I-15 to keep up with development (General Transportation)
- No transit service on west side of I-15 (General Transportation)
- Enormous west side (west of Redwood) growth is a problem for transportation and transit. (Growth / Development)
- Not enough east-west access for developing areas west of I-15 to efficiently use north-south transit (Growth / Development)
- Congestion on I-15 cannot be relieved due to lack of redundant routes, especially west of I-15 (North-South Access)
- No fixed transit asset to concentrate urban development (Growth / Development)
- No north-south bus routes on west side of I-15 (Bus Routes)

Future projects may have additional impacts to the transportation network, however these impacts are uncertain.

- Future access to commuter rail station is not planned to be well served by buses (Bus Routes)
- "Macro" (regional) solutions may cause "micro" problems in individual (city) communities (Growth / Development)
- Focal points with South Davis County are changing (i.e. Cultural Center and Recreation Center) (Growth / Development)
- Commuter Rail station increases congestion on 500 south (East-West access)
- Fear of density, change, and fading rural community (Growth / Development)
- Consolidated transit corridors in Salt Lake City could hinder traffic operations, but would make transit more predictable.
- I-15 and Legacy will create congestion to go east to Bountiful. (East-West Access)

Bus service does not address east-west mobility needs, including access to commuter rail stations.

- There are no east-west bus routes (Bus Routes)
- Lack of east-west bus routes limits local travel and access to commuter rail (Access to Transit)
- No cross-town buses to connect to existing north-south transit (Bus Routes)
- Lack of feeder bus stops bringing people into the main transit corridor (Schools / Bus Stops)
- Minimal transit accessibility to transit (General Transportation)

- East-west transit needed to get to north-south (mostly Salt Lake City) or it's easier to just drive (East-West Transit)
- Commuter rail stations are right on I-15 (General Transportation)
- Transit riders have inadequate access to commuter rail station and to other transit riders (I-15 barriers, lack of pedestrian access, lack of bus connections) (Access to Transit)

Congested interchanges at peak hours limits east/west mobility and access to I-15.

- North-south throughs become barriers to east-west movement (East-West Access)
- I-15 access is difficult and ramp meters are ineffective (General Transportation)
- Poor traffic operations on I-15 interchange cross-streets (General Transportation)
- I-15 becomes a barrier to east-west travel (General Transportation)
- Freeway access is a problem (bad west side access), outmoded interchanges one way off-ramps and not full-service to west, and tracks to contend with. (Growth / Development)
- North Salt Lake (Eaglewood) area has fast growth that is overwhelming the residential streets and interchanges (Orchard Lane) (Growth / Development)

Pass through traffic and peak congestion causes overflow on local roads.

- Non-collector routes are receiving congestion spill over from current collector routes (East-West Access)
- Neighborhood streets becoming collector streets (General Transportation)
- Capacity of roadways is not keeping up with growth (Growth / Development)
- Population increases outside the region has impact on South Davis region and micro changes in population within South Davis also effect other South Davis communities (Growth / Development)

Geographic constraints cause congestion and may limit future roadway expansion.

- Centerville is a bottleneck for traffic – geographic limitation in Centerville (Growth / Development)
- South Davis County experiences poor north-south movements at peak travel times. Due to geographic constraints future capacity improvements are limited (North-South Access)
- Need more transportation options thru Centerville and Farmington – “pinch point” (General Transportation)
- For many reasons, the population in the growing North Davis and Weber County continue to find it necessary to commute south. Due to geographical constraints it is impossible for South Davis County to forever meet this trend. (North-South Access)

East-west access (for cars and therefore transit) to north-south roadway facilities is difficult due to peak hour congestion and limited access points.

- 500 South congestion receives all issues (access, Legacy interchange congestion, future commuter rail influx, commuter rail station location on west side- must cross tracks from east side, I-15, 500 west) (East-West Access)
- Difficult access to West Bountiful and Woods Cross commuter rail station may limit the effectiveness of transit, given the short distance to Salt Lake City (Access to Transit)

- Inadequate capacity (all modes) and problems are exhibited at the peak hour (North-South Access)
- Frequency of train blocking east-west access and contributing to the congestion and access issue (Pages Lane) (East-west Access)

Other comments were received that were difficult to categorize. These are described below in the following categories:

Perceptions and lack of education

- Value perception does not currently exist for transit benefit (Growth / Development)
- South Davis residents don't use transit because they don't like it, don't create unified demand, and don't understand the benefits *** (This statement was later challenged by others in attendance who said that residents do recognize transit's benefits in reducing congestion.)*** (Bus Routes)
- Inadequate current information about transit options (General Transportation)
- East-west access is an issue, but mass transit education (frequency, headway, etc.) is needed to increase future east-west ridership to go north-south (East-West Access)

Constraints

- Main Street in Centerville and Bountiful is not wide enough to accommodate transit without forcing auto traffic onto other streets (Access to Transit)
- Concern about property and access with a potential fixed guide way transit in Centerville and Farmington (General Transportation)

Unable to Address in this Study

- UTA is less committed to South Davis County transit than Salt Lake County (Bus Routes)
- VMT (vehicle miles traveled) is increasing and there are more cars per household (Growth / Development)
- Do bus routes link origins and destinations? (No) (Access to Transit)
- Are existing bus routes frequent enough? (Access to Transit)
- Mass transit is not effective for family transportation (i.e. cost, time, control of kids) *** (This statement was challenged later by others in attendance who said that families can and do use mass transit.)*** (Growth / Development)
- Need to improve technology related to transit and traffic (General Transportation)
- Residents do not want to be bullied into compliance (i.e. Centerville conditions are different than Bountiful) – relates to micro/macro situations (Growth / Development)
- Growth in Syracuse and West Point (and other communities north of study area) creates resident travel to the “economic engine” in Salt Lake County (Growth / Development)
- 1100 west from 400 north will receive congestion and changes. (East-West Access)
- Legacy traffic cannot access east part of Salt Lake City (General Transportation)